

REMARKS

Claims 1 – 8 remain in this application. Claims 1, 6 and 7 have been amended.

Claims 1 – 8 were rejected as being indefinite under Section 112, second paragraph for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention. Specifically, the examiner stated that the term “such as” used in claim 1 renders the claim indefinite and that the phrase “a pair of leaf spring arms” in claim 1 should be modified to “said leaf spring suspension arms.” Also, the examiner stated that claim 7 is unclear.

Applicant has amended claims 1 and 7 to overcome the indefiniteness rejections. Applicant has substituted the word --of-- for “such as” in claim 1 and has also substituted --said leaf spring suspension arms-- in place of “a pair of leaf spring arms” as suggested by the examiner. Further, applicant has amended claim 7 to read that the system is “arranged to allow the suspension arms to rotate in opposite directions about associated pivot points during vehicle roll thereby stiffening the suspension arms, while allowing the suspension arms to rotate in the same direction during normal, straight axle ride.” This language is clear and support for this claim is found on page 4, lines 1 – 26 and page 14, lines 10 – 25 of the specification. Applicant respectfully submits that claims 1 – 8 now conform to the statute.

Applicant has also amended claim 6 to correct a typographical error in the claim. “A system according to claims 1” now reads --a system according to claim 1--.

Claims 1 – 8 were rejected under Section 102(b) as being anticipated by Stuart (U.S. Patent No. 5,678,845). Applicant respectfully traverses this rejection. The system of Stuart is discussed in the background section of the specification of the present invention under conventional anti-roll systems and does not disclose the present invention. Stuart is of no relevance to applicant’s claimed anti-roll stabilization system because the anti-roll means of Stuart is not rigidly connected between the leaf spring suspension arms, as required by claim 1 of the present invention. The anti-roll means of Stuart is instead

pivots connected to spring beams by pivot pins. Thus, the anti-roll means of Stuart cannot add bending stiffness to the suspension arms, because any forces from that means are transmitted into the chassis and not the arms. In more detail, during roll conditions, applicant's suspension arms try to pivot in opposite directions, instead of pivoting up and down together in the same direction as they would during normal ride conditions (see Figs. 5 and 6). In Stuart, the anti-roll means (a roll bar) has no effect on this because it is not connected rigidly to the suspension arms but to the pivot pin. Thus, applicant's system resists the tendency of opposite rotation of the suspension arms during roll, thus inducing a bending moment into the suspension arms due to the torsional stiffness of the anti-roll means (an anti-roll bar) and stiffening the suspension arms and hence, the whole suspension under roll conditions (see also page 4, lines 1 - 26 and page 14, lines 10 - 25 of the specification). For these reasons, applicant respectfully requests that the 102(b) rejection based upon Stuart be withdrawn.

Claims 1 - 8 were rejected under Section 103(a) as being unpatentable over Booher (U.S. Patent No. 4,718,693) in view of Wilson (U.S. Patent No. 5,938,221). Applicant respectfully traverses this rejection. Booher discloses an anti-roll means (sway bar 32) connected to leaf springs by shackles. The shackles are pivotally connected to the leaf springs, hence the connection between the anti-roll means and the leaf springs is pivotal and not rigid as stated by the examiner. In the present invention, the anti-roll means is rigidly connected to the leaf springs. The anti-roll means of Booher can only add a direct force to the pivot pin of the shackle, because the anti-roll means is not connected rigidly between the pair of suspension arms as required by claim 1 of the present invention. Because the shackles of Booher are attached to the suspension arms by pivot pins, the anti-roll means (sway bar) can only transmit direct linear forces to the suspension arms but no bending moment which is otherwise required to change the bending stiffness of the suspension arms. As a consequence, the anti-roll means of Booher cannot add any bending stiffness to the suspension arms. Therefore, the addition of the airbags of Wilson to the Booher suspension system would not result in applicant's suspension system as claimed in

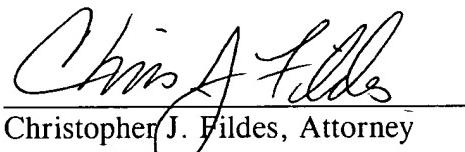
claim 1 and, indeed, would not result in any workable system. For these reasons, applicant respectfully requests that the 103(a) rejection based upon Booher in view Wilson be withdrawn.

This amendment and request for reconsideration is felt to be fully responsive to the comments and suggestions of the examiner and to present the claims in condition for allowance. Favorable action is requested.

Respectfully submitted,

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